

# FENCE A PLEASING FEATURE OF THE SUBURBAN HOME



A modern Colonial house with the fence and deck rail in keeping.

## Architects of To-day Find Their Finest Models Bordering Yards of Historic Colonial Mansions

By HENRY W. ROWE.

TO secure harmonious surroundings has been the aim of those whose efforts lead to our true Colonial architecture and that their houses might receive a proper setting they placed before them gardens stretching from the gateway to the entrance. These gardens formed an ideal background for the Colonial fence, which with its white pickets and graceful posts was often constructed as a barrier between a man's property and the street.

To develop this fence into a thing of beauty was an opportunity which the architects of the olden days seized with enthusiasm and thus were introduced those delicately ornate posts and slender pickets and ramped rails that are found bordering the yards of many of our architecturally historic mansions.

Although wooden fences have been used in a moderate degree since time immemorial we have no record of their serious adoption as an architectural motive except perhaps in the Orient until the time of our American Colonial architecture.

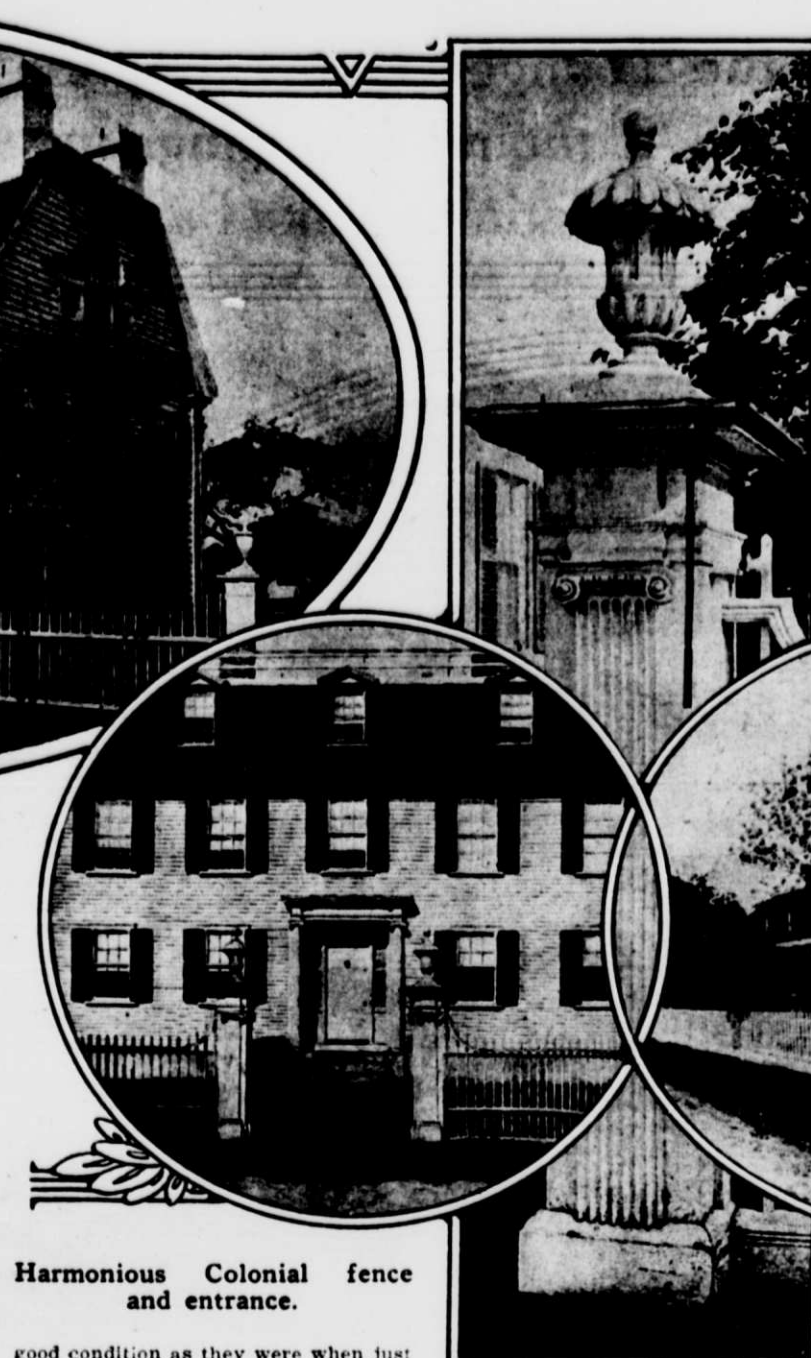
During the development of this interesting period were built fences of other materials than wood, but wood was plentiful and where it was used for the outside walls of the house

we usually find its harmonious introduction into the fence as well. It was then, as it should be now, the principle to carry the feeling, material and design of the house into the fence. Where the pickets were open a certain amount of privacy was obtained by the use of a hedge behind them. The gateway too received its share of consideration, echoing often in a simpler way the character of the design of the house, and thus the visitor was greeted by a suggestion of the architecture of the principal structure at once pleasing and appropriate.

The result of the adoption of this pleasing open treatment of the Colonial fence is twofold, as it forms a light but effective resistance to an intruder and at the same time extends a delicately piquant invitation to the friend or guest about to call.

Probably in no other detail is the peculiar grace of the Colonial architecture better illustrated than by these fences, where their work is still in a state of good preservation. They are well built of white pine or deal, which, in the words of the poet, "cuts like cheese; but lasts like iron for eons like these."

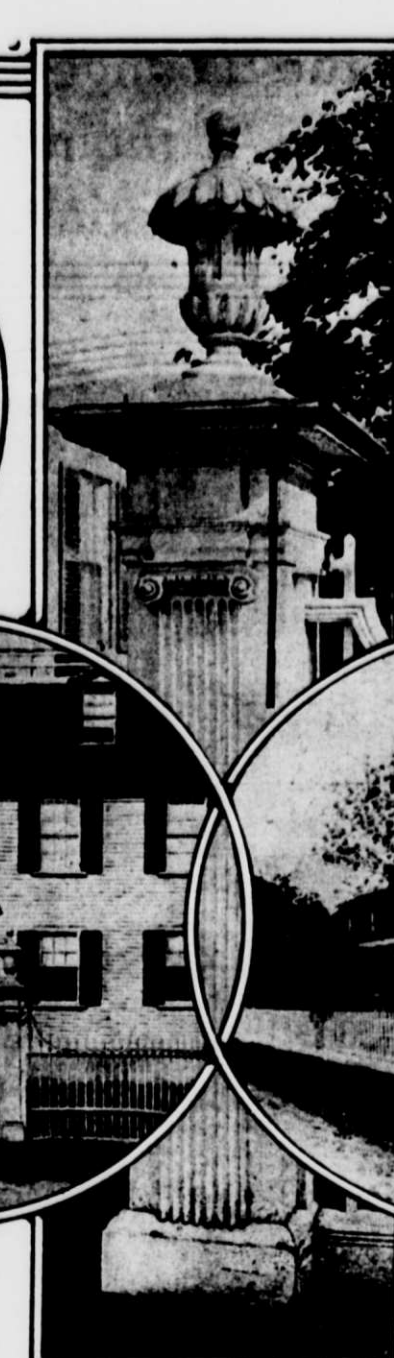
So well put together were they and so well was the joining, priming and painting carried out that many of them stand to-day substantially as



Harmonious Colonial fence and entrance.

good condition as they were when just built, over a hundred years ago. In design nothing could better be calculated to serve the purpose intended than the upright, evenly spaced pickets supported top and bottom by horizontal rails, themselves in turn supported at intervals by solid wooden posts, set on stone or brick foundations and anchored in the ground. On these simple lines the old designers set to work and by the introduction of ornamented moldings, curves, ramps and breaks created a new motive probably never surpassed in simple beauty of line and detail by the work of any other period in history.

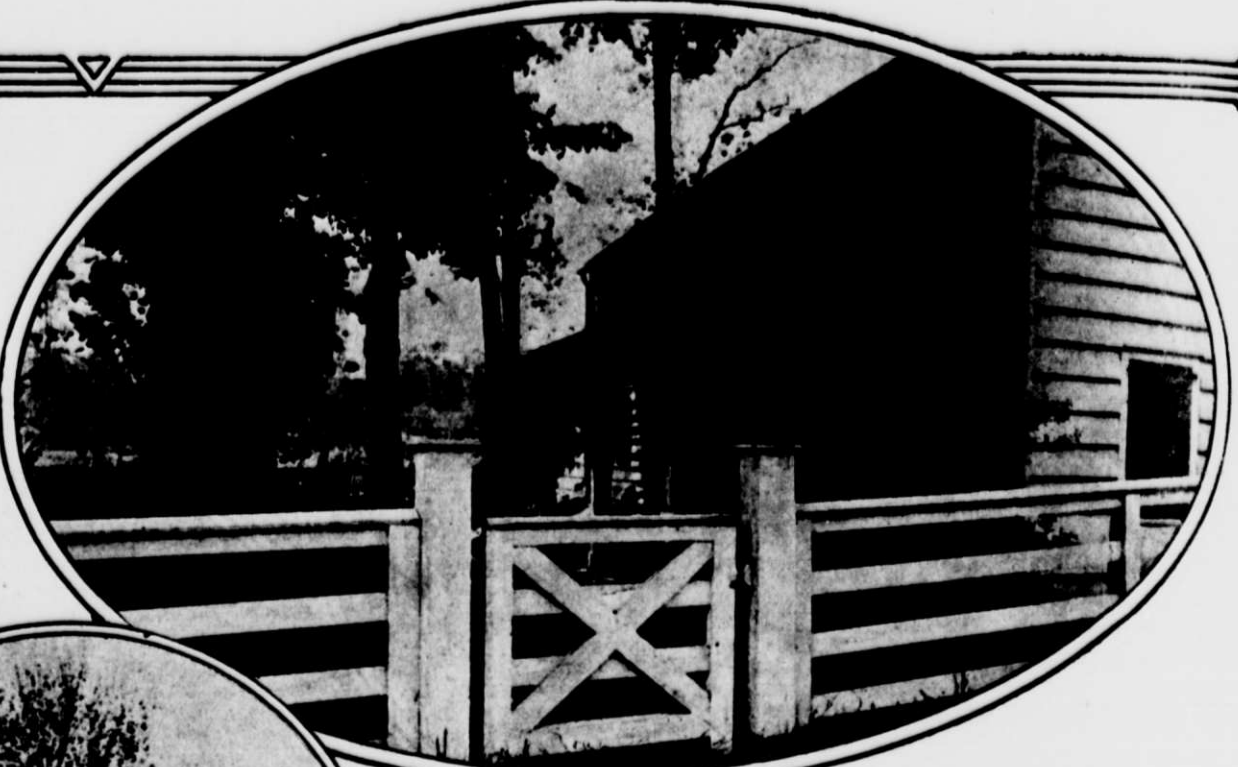
Likewise the rails on the decks and porches of the older houses were of exquisite feeling in their design. They also served a purpose, for in the olden days, when our cities were but villages and when the tops of the



An attractive corner post.

houses offered a commanding view of the surrounding country the owners were accustomed to mount the decks to view the many points of interest.

This was a general practice in seaport towns, where the inhabitants were largely connected with those leading seafaring lives. Thus we can picture the captain's wife and children watching from the "whale rail" as New Bedford people used to call this rail around the housetop, for the return of the expected ship. The rail on the roof of the porch of the well known mansion at Mount Vernon is an illustration of this feature except that it was on the porch and not the house.



White fence and gate embellish a house of modern proportions, Bayville road, Long Island.

## Deck Rail Around Tops of Houses, Once So Popular, Now Being Extensively Copied by Builders

selves together to obtain instruction in the science of architecture. We can thus see these men striving to do what the Adam brothers were doing in England, namely, catching the beautiful spirit of grace and infusing it with novelty and variety. This meant the erection in wood of many of the forms intended for stone, and so with the old fence pickets we find them built with the same spirit and care found in the Georgian work. Their bases, shafts, caps and urns composed themselves in fine proportion and being as they were of wood, were more slender and attenuated.

Many were the ways of treating those wooden posts and rails, and he who desires to do something in the way of building a fence around his property would do well to consider some of the methods with which it might be treated with interest. If simplicity is desired the posts might be square with their surfaces smooth and undecorated, with a plain base and moulding running around the bottom. The tops of these posts might be terminated by a simple cap and neck moulding.

If a simple urn is desired it may be turned out at a moderate expense. The pier, however, will look well without this feature. Keeping simplicity still in mind, the rails might be plain

with squares, blunt end bars, supported by horizontal rails in turn supported by the pier.

If a person chose round bars turned to a point they would be in keeping with the posts described above. If, however, a person was inclined toward a refined elaboration of piers and rails he might employ the method of applying a delicately engaged plaster to the outside surfaces of the post. This in turn might be surmounted by an urn, carved or decorated gracefully.

The employment of ramped rails would harmonize with this style of pier. The use of a crisscross pattern for the gate in connection with the straight bars of the fence is a well conceived departure. The gateway might be further embellished by the use of a wrought iron arch and hanging lantern. It may be of interest to the reader to know that these crisscross gateways such as shown were inspired from China, being introduced by Chippendale in the middle of the eighteenth century. The cost of these suggestions is small and their successful execution is only a question of thought and care in building.

This use of fences around a suburban home is again becoming more appreciated for the reason that their open treatment suggests privacy and not the complete seclusion produced by a wall.

# ASTONISHING FEATS OF STRENGTH PERFORMED BY A NEW YORK MOTORMAN

IF there is any man in this country who has reason to believe that Motorman Frank L. Greene of the Broadway-Columbus avenue line should be separated from his self-given title of champion lightweight strong man of the United States he is yet to be heard from. Motorman Greene has been waiting three years now for a rival claimant of the title to show up, but none has appeared.

With as little ado as possible he has been comparing his record with those held by other strong men, only to discover in the end that he outclasses them all. He thinks, however, that there may possibly be some chap in the backwoods whose prowess has won for him the same title. If such be the case Motorman Greene wants to meet this chap and decide once and for all who's who and why.

"It's this way," says he in his mild manner. "I'm not the kind to strut around like a peacock. I'm just an ordinary working man, as you see, working twelve hours a day and indulging in a little strong play on the side. Every man I've met is proud of his strength, and I'm particularly proud of mine, although I'm not all puffed up about it."

"I've waited for three years for some one to tell me I'm not champion lightweight strong man of the United States and I'm getting mighty tired of waiting. However, I don't want to take what doesn't belong to me, so I'm sending out a sort of third and last call for the other fellows to put in an appearance. If no one appears I'm champion; if I'm challenged—well, some one is going to be disappointed."

Naturally endowed with a strong frame, although not a large one, and well knit muscles, Motorman Greene as a boy had a fine foundation upon which to build a powerful physique. He was born in the village of Eddington, Me., thirty-seven years ago, and later moved to Holden Center, where his father and mother still live. Cutting logs in the Maine woods and doing outdoors the year round gave him his strength.

He went into the lumber camps when a young boy, and hard work with the saw and axe soon gave him a physical development which won him praise among the woodsmen. He believes that one of the secrets of his strength is the fact that he has taken good care of himself, and that he is temperate in all things, not using either tobacco or liquor in any form.

Each year he makes it a point to spend a portion of his vacation with the old folks at Holden Center. Last fall while on one of his periodical visits he treated the townspeople to a few exhibitions of his strength, which drew the residents for miles around. In one feat he heaved work horse and held the animal in its tracks. In another event he lifted clear of the ground a horse and two men, the combined weight being 1,850 pounds. This latter feat required the erection of a special staging.



Lifting a horse on a specially built staging.

stood upon a platform and grasping a bar attached to the end of a chain which was passed down around the load he gradually lifted the horse and two men off the ground. Whenever Greene goes to Holden Center he gets a rousing welcome. As he expresses it, "They all gather around to see what Henry Greene's son from New York is to do next." Nevertheless, it's mainly for Holden Center and his father and mother that Motorman Greene wants to get his strong man title.

"That's the only reason I want the title—to please the folks back home," he says. "You know how it is in those small country towns—how every one talks about the sons and daughters in the big cities. Well, you can imagine how proud Dad would be to saunter down street some day and say to the old graybeards around the post office, 'Well, boys, you didn't think you'd live to see the day when old Henry Greene would be the father of the champion lightweight strong man of the United States, did ye?' Top, just heard this morning my son Frank's been awarded the title. That would tickle him to death."

Before coming to New York Greene was a conductor for five years on the Boston cars. One night he was lifting nearly a ton of dead weight in the Chelsea Young Men's Christian Association when the floor began to crack and away under him. It was only through extreme dexterity in releasing and shifting the weight that he prevented an accident.

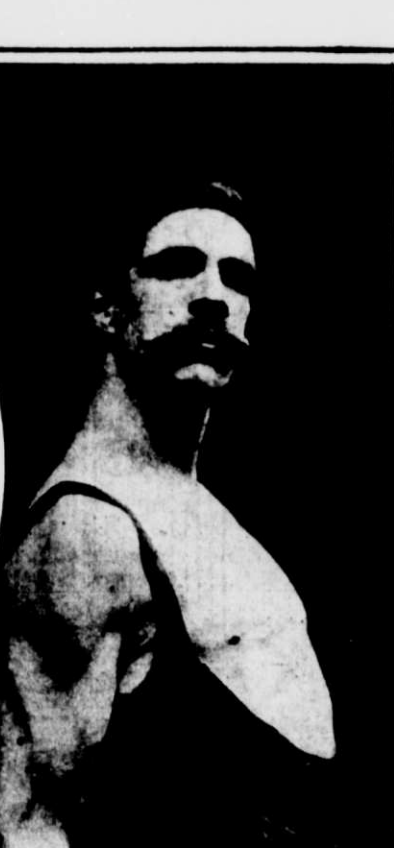
In Boston Greene arranged a meeting with Norman Taylor, a well known professional weight lifter of Waltham, Mass., and the Waltham man was

obliged to hand over the palm to his opponent after the evening's work. Greene lifted a dead weight of 2,035 pounds, composed of five casks of sand weighing 1,500 pounds, two iron dumbbells weighing 160 and 225 pounds and a man weighing about 150 pounds.

While off duty in New York Greene has taken part in a number of informal contests at the rooms of the New York Railway Association. At one of these contests he lifted fourteen fellow workmen, whose combined weights were estimated to be 2,250 pounds. After performing this test he lifted a car wheel with his teeth. These strong stunts, as Greene calls them, won him the admiration of his fellow workers and they have repeatedly urged him to compete with some of the professional heavy weight lifters.

Another feat of Greene's is to lie on his back and raise himself to a sitting position, carrying with him a sixteen pound dumbbell under his head. That this is no ordinary feat may be judged from the fact that it is nearly twice as much as is required by the Police Department in similar tests of candidates for appointment on the force. Greene's records for pullups is eighteen times and for pushups, sixteen times, both of which are excellent showings.

Although Greene does not claim to have any great strength in his back, his legs and arms being the source of his greatest strength, he is contenting a meeting with Warren L. Travers of Brooklyn, a professional



Frank L. Greene, the lightweight strong man.

strong man and holder of the world's record for back lift, that he may compare his back strength with that of the titleholder.

## WHEN BABY GOES TO THE BARBER SHOP

THERE is no job the average barber dislikes so much as cutting a child's hair. Those without the right temperament are absolutely unable to handle a child when in the chair. The child is frightened by this lack of harmony and is frightened and insists in twisting his head until the barber is so nervous that his work is affected.

There are some barbers, however, who like to cut children's hair. These contend that it is an art in itself, something that cannot be learned by experience, but must be a gift. Strange to say the barber who is successful in cutting children's hair generally is not good for much else about the shop. In some sections of the city, particularly in sections where there are many children, it is necessary for a first class barber shop to have one barber who is a specialist at cutting children's hair.

A young child is very sensitive about having its hair cut, and the successful barber usually undertakes to win his young customer's confidence before he endeavors to use the scissors. First of all he draws out the special high chair made for the purpose and through some comical remark or motion relating to the chair he succeeds in making the child lose its dread of it.

When all fear of the barber's chair

Travers weighs about 200 pounds and Greene only 135, being in the extreme lightweight class for strong men. However, a large number of motormen and conductors who have come to know Greene in the social rooms of the car barns at Fifth street and Seventh avenue expect him to make a good showing against his heavier opponent.

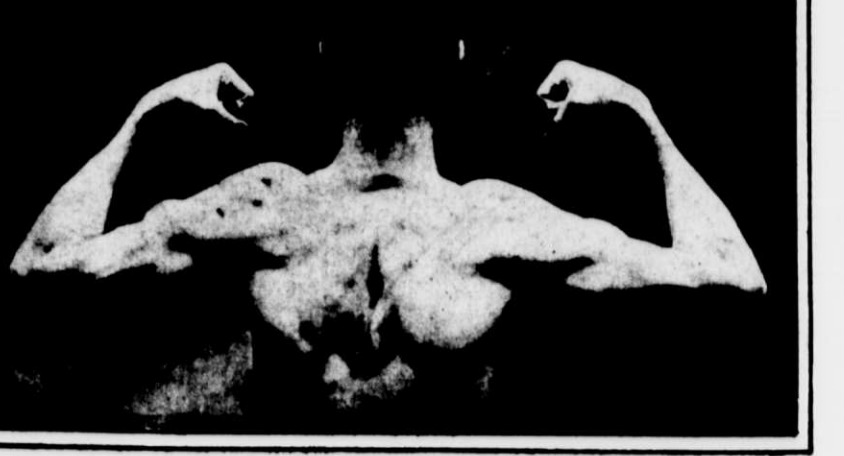
In his daily exercises Greene, lying flat on his back, rises to a sitting position thirty or forty times at a stretch, and as a test for chest expansion he does a simple little thing like breaking a No. 8 "jack" chain. Some men credit themselves with breaking a No. 6 chain, he says, but such a feat is practically impossible. It is easy for him to lift a barrel of flour with his teeth, for, as he says, the weight does not fall upon the teeth but upon the neck.

There is such a thing as overdeveloping one's muscles and Greene fears he might have done this with

cially proud of his neck, which is unusually long for a man of his height. His measurements are, as follows: Biceps, 12½ inches; forearm, 10½ inches; chest expansion, 8 inches; thigh, 22 inches; calf, 13 inches; height, 58½ inches, and weight, 135 pounds.

There was one occasion when Greene's knowledge of the rudiments of wrestling came to his aid. As he tells this is the way it happened: "I was walking home on West Forty-eighth street one night," says he, "when I stopped to buy an apple from an Italian pushcart pedler. I had just made my purchase when a policeman in citizen's clothes approached the Italian and asked him to show his license. This the Italian did, whereupon the policeman without any reason whatever knocked the prop out from under the pushcart, sending the fruit rolling in the street."

"I like fair play and this incident



Showing his powerful shoulder and arm muscles.

made me mad. I asked the policeman what right he had to play such a trick upon the Italian. He told me it was none of my business and

## British Women in the War

IN Great Britain there are two subjects occupying the attention of women just now. The first is how best to keep in touch and train the women who volunteered their services to the Government at the beginning of the war and who have not yet been called or so the women who are holding positions formerly occupied by men shall spend their wages or hoard it. Considering the question the women point out that, everywhere, the whole nation is urged to spend, to keep the wheels in circulation and so help ease the financial situation for the sake of the country.

On the other hand, the majority of these women are dependent on their exertions for a living, and many of them had been out of work when taken on by the Government in the first place. Now that the war is so far advanced, the Government is so far from the practical relief of this problem is to establish a training school for these women workers. This school to be opened through the War Office, the women to be paid for their time and to be trained for the fields in which they will sooner or later be called upon to get the best results it is thought there should be a board of national advisers in connection with the work.

In spite of the fact that these women offered their services in the request of the Government, and in various occupations have refused to serve with them. The men who were pounced upon were taken by the Government and conducted in 1914. When the first crowd of women workers came to go to the Government company tried to put women in places as tram conductors, but the women refused to work with women conductors, so the company was forced to hunt for men to take the place of those who to war.